

hammered it, &c. I think the reduction of the thickness of the plates, in the fore peak from 1-16ths to 3-16ths makes her unsafe to use as a river steamer. According to "Veritas" the cement should be taken up for re-surveying. I see from the rules of the Board of Trade that it should be. If a ship had been ashore and cracked her cement I should have the broken cement cut away and a patch put on. That can be done. Cement is put on to preserve the iron plates and rivet-heads. I am not aware that since the *Passif* was in Dock she has carried cargo.

Capt. E. Lunn, in cross-examination by Mr. Robinson, said:—I saw the *Passif* several times whilst she was at Wanchai. I examined the boiler space on one occasion, and saw them cutting out the cement from the sides of the boiler, but nowhere else. I saw them putting new cement over the old in the boiler space. That was not properly done. It was about three inches thick, old and new. The addition of two uprights to the bulkhead would strengthen it, but filling the fore-peak would hardly relieve the strain, as she would have to bear the extra weight. I ordered the fore-peak to be filled, and a pump fixed there. I see that the contract for repairs in 1886 amounted to \$14,000—that was after she had been stranded. Several new plates had to be put in, but I cannot say that she was made fit to be insured. She was repaired under my supervision, but a number of repairs I wanted done were not sanctioned. If a tank-deck had been added it would strengthen the ship if the frame was good, but it is not. The thin plates were pitted with rust inside. I think that some of the best plates were taken out when she was in dock, and bad ones left in. I examined the ship in the interests of the underwriters, who have to look to the safety of cargo. I wanted to see if the hull was in a fit condition for cargo-carrying, and I say she is not fit. I do not know at all that she would do for passenger-traffic—she would not be insured. She could not carry cargo without risk of damage. I do not know whether she could carry cargo that was not easily damaged. If she stuck in the mud with a full cargo in her she would not be likely to break in two, but she might if she was on a reef. In my opinion the Surveyor was not justified in issuing the certificate of the 26th November, 1888, irrespective of marine insurance. I am of opinion that the ship is unseaworthy from two points of view—as a steamer and a surveyor to insurance companies. I saw the ship in June 1888, when under repair here and she was then in good condition. She had got in such a state between then and September 1888 that at the latter date her class was omitted, and a black line put against her in the list. The floors and many plates were worn out, but I do not think they were removed. In 1886 I had most of the cement in the fore and aft holds removed and renewed. The plates in the middle of the ship like the *Passif*—the plate-keel type—wear quickest, especially in narrow rivers. It is the type of small-draught vessels. I did not test the keel plates, as she was not in dry dock, and I do not know how much they are worn out or not. By inference I think they are much worn. The hammer is the thing to test them by; the water test would not satisfy me. I do not know that the *Passif* has been carrying cargo since then, I know she has left the Harbour, but I have only heard she has been running to Canton. I have not studied the Board of Trade rules as to surveying but I used to be a government surveyor. I have never given a certificate to a ship coming under special survey after large repairs without drilling the plates after removing the cement. I know nothing of universal rules, or the usual custom of other surveyors—those are my instructions. Lloyd's rules say the cement must be removed. There are no rules for surveying smoothwater vessels; I am guided by commonsense. They are in a different class. I am not aware that the Board of Trade have special rules for inspecting such vessels.

The Court was then about to adjourn when Mr. Francis, in pursuance of a former application, asked the President to formally note that the petitioners claimed as a right that before any survey was made on behalf of the Court the vessel should be gutted.

The President:—I will take a note of it, certainly. Mr. Francis further asked to point out that in asking that his clients were not seeking to put the owners of the *Passif* to any expense, as they (the petitioners) were bound under heavy bonds to be answerable for all damages and expenses, and whatever cost the owners were put to they would be recompensed if the petitioners were proved to be in the wrong.

The President asked if it was not a little strong to demand the Court to do a certain thing. Mr. Francis admitted that it was, but submitted that they had a right to demand it, as the responsible parties. Having put the evidence that they had before the Court, showing that no proper investigation could be made unless the ship was cleared, they demanded it, fully understanding that they were responsible if their assertions were disproved.

The President:—Shouldn't you leave it to the Court to say how the survey should be carried out? If we are of opinion that it cannot be done without gutting the ship.

Mr. Francis:—The decision must ultimately rest with the Court; I am only saying how we are placed. Neither time nor expense will be spared to investigate the matter, but what is decided must rest with you.

Mr. Robinson said that although the petitioners were clearly liable to pay all costs if the decision was adverse the owners of the *Passif* were at a disadvantage, in that they could not summon the Surveyor without the sanction of the Governor. He asked that the Court would recommend his attendance.

The President ultimately announced that the Court would visit the vessel to-morrow morning, and would probably resume its sitting in the afternoon.

Mr. Francis indignantly protested. Any survey that could be made in so short a time, without docking her, was reducing the thing to a farce. It could only be superficial and he protested against it.

The President expostulated with him, but Mr. Francis asserted that it had been announced that the survey would be over by two o'clock.

The President thanked him for the information. Mr. Francis said he understood it so. The Court then adjourned.

LATE TELEGRAMS.

The subjoined telegrams are taken from our Sydney exchanges, received by the China Navigation Co's steamer *Changsha*, Captain Williams, which arrived in port this afternoon.

LONDON, January 28th. Mr. Archer, the Agent-General for Queensland, is making arrangements for the engagement of a Commissioner of Railways for Queensland, at a salary of £3,000 per annum, and also of an assistant Commissioner at a salary of £1,500.

Her Majesty the Queen will visit Barbary in the south of France, in March next.

An inquiry has been held by the Board of Trade, at Glasgow, into the wreck of the barge *Rainfrewshire*. The board decided that there was no evidence to show how the vessel was lost. The average price obtained for the Melbourne Gas Company's loan of £50,000 at 4 per cent, tenders for which were opened to-day, was £407 10s.

January 9th. Four hundred thousand salmon ova have been collected in Scotland for shipment to New Zealand.

The Union Bank of Australia has declared a dividend of 12 per cent, and carry forward \$22,000.

A petard was exploded in the Royal Palace at Madrid yesterday, without, however, causing any serious injury. Several bombs have been exploded in Madrid recently.

Mr. Goschen, Chancellor of the Exchequer, intends to improve the gold coinage system. An unsuccessful attempt has been made to destroy the Prefecture of Police in Leghorn, Italy, by means of dynamite.

The revenue of France for the past year has amounted to 40,000,000 francs above the estimate, chiefly owing to the taxes on sugar and foreign corn.

The German officials in Samoa have accused Mr. Blacklock, the United States Consul, and Captain Leary, of the American war vessel *Adams*, of having instigated the recent rising in Samoa, by supplying Mataafa with rifles. Prince Bismarck has made a formal complaint to the United States authorities at Washington.

The Earl of Rosebery and Sir John Lubbock have been nominated as candidates for the next election to the London County Council under the new Local Government Act. Many of the nobility are candidates for the County Councils in the present year.

The Mancini footballers have defeated the Huddersfield team by two goals and a try to two goals.

The National Bank of Australasia have secured business premises in Bishopsgate-street. The Dowager Empress Augusta, of Germany, has requested Prince Bismarck to contradict the statement that her councillor, Von Brandis, revealed secret war despatches to Sir Robert Morier, British Ambassador in St. Petersburg, when he was in the diplomatic service in Germany at the time of the Franco-German war.

The Christlich Cabinet in Serbia, who tendered their resignations to King Milan, will retain office for the present. Considerable difficulty has been experienced in forming a new Cabinet.

A Chinaman, in the course of an interview with the Canadian Ministers at Ottawa, stated that Chinese merchants were preparing for the migration of a million Chinese from the United States to Canada and Australia.

January 10th. A letter which is believed to have been written by H.M. Stanley has reached Zanzibar, addressed to the King of the Belgians.

There is considerable friction between England and Portugal respecting the occupation by the latter of Nyassaland, in East Africa. The difficulty is becoming acute. The *Standard* says that Lord Salisbury must vigorously resent Portugal's claim to control the mouths of the Zambezi River.

Severe fighting has taken place in Hayti between the Republican forces and the insurgents. The forces of the President have been defeated.

A section of the German press urges the annexation of Samoa by Germany, asserting that American interests are not large enough to justify any dispute with Germany over the matter.

The Bank rate of discount is now quoted at 4 per cent.

News has reached here to the effect that an unsuccessful attempt has been made on the life of the Amir of Afghanistan, Abdurrahman Khan.

While the Amer was parading his troops on Boxing Day at Herat, a Sepoy fired at him but missed his aim. The Sepoy was at once killed.

The French vine-growers have a yield of 130,000,000 gallons in excess of last year, and 176,000,000 gallons below the average of the past 12 years.

Herr Tirza, the Hungarian Premier, threatens to resign unless the bill for the increase of the Austrian army is adopted.

The New York Supreme Court has decided that any sugar company joining a corner would thereby forfeit its charter.

An English syndicate is attempting to create a corner in the tobacco trade.

The Vienna *Tagblatt* declares that Signor Menabrea informed M. Goblet that Italy would blockade Tunis if France enforced the decree regarding the employment of Italian teachers. France then practically withdrew the decree.

At a sitting of the National League Convention at Naas, in Ireland, Mr. William O'Brien urged that the Irish people should employ their whole strength in resisting the course pursued towards them by the present Government.

The London press comment at considerable length on the rise of farming stock to Ireland, and the fact that the railway receipts have very largely increased.

The trial of Dr. Edward King, Bishop of Lincoln, on a charge of introducing Ritualism in his diocese, will commence on the 12th February.

A tremendous cyclone passed over Pittsburgh in Pennsylvania, United States, yesterday. Several buildings were blown down. Seventeen persons were killed, principally women, and 30 were seriously injured.

Later. Intelligence states that the cyclone demolished a silk factory at Reading. Seventy of the employees were killed, the victims chiefly being girls. Many others were injured.

Scores of buildings and churches were wrecked at Pittsburgh, Reading, and Williamsport. Hundreds of people were killed.

January 11th. The cyclone in the United States wrecked the Niagara suspension bridge. It caused huge buildings to fall like packs of cards.

The loss of life exceeds the number first estimated.

In numerous instances the wrecked buildings caught fire, and many of the inmates, who were helplessly injured, were roasted alive in the ruins.

The National Bank of New Zealand has declared an interim dividend of 5 per cent.

A conflict has arisen between dealers and the French copper syndicate.

America is equipping three men-of-war, which are under orders to proceed either to Samoa or to Panama.

News has reached London to the effect that a revolution has broken out in the territory of the King of Uganda, Central Africa.

The English and French mission stores at Uganda, besides letters intended for Stanley and Emin Pasha, were destroyed.

Kinga, the King of Uganda, has been imprisoned by the Arabs, who threaten to exterminate all the missions in Central Africa, in revenge for England's anti-slavery policy.

The English missionaries are safe.

Today's Advertisements.

THEATRE ROYAL CITY HALL, HONGKONG.

SATURDAY,

the 9th February, 1889, at 9 P.M.

Under the Patronage of HIS EXCELLENCY THE GOVERNOR.

MADAME KORFF and MDLLE. MAILLARD.

PROGRAMME.

1.—Sonata, Op. 22.....SCHUMANN.

2.—Ric. Romance.....ROSSINI.

3.—Capriccio.....MÜLLER.

4.—Vons lui dire.....RUPES.

6.—Rhapsodie Hongroise.....LISZT.

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Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 7 per cent, and Bonus of 1 per cent, or \$1.60 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders held This Day will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after MONDAY, the 4th instant.

Shareholders are requested to apply at the Office of the Company for Warrants. By Order of the Board of Directors, T. ARNOLD, Secretary.

Hongkong and February, 1889. [164]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE ELEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Offices of the General Agents, Peddar Street, on MONDAY, the 18th of February, at Noon, for the purpose of receiving a Report from the General Agents, with a Statement of Accounts, to the 31st of December, 1888.

THE TRANSFER BOOKS of the Company, will be CLOSED from 5th to the 18th of February, both days inclusive. JARDINE, MATHESON & Co., General Agents.

Hongkong, 2nd February, 1889. [165]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 5, Queen's Road, Victoria, at THREE O'CLOCK in the AFTERNOON, of TUESDAY, the 19th February, 1889, for the purpose of receiving a Statement of Accounts, and the Report of the Directors for the year ending 31st December, 1888.

THE TRANSFER BOOKS of the Company will be CLOSED from the 6th Proximo to the 19th Instant, both days inclusive. By Order, JAS. B. COUGHTRIE, Secretary.

Hongkong, 23rd January, 1889. [139]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 5, Queen's Road, Victoria, at 3.15 O'CLOCK P.M., of the 10th day of February, 1889, when the subjoined Resolution will be proposed.

RESOLUTION. That Article No. 9 of the Articles of Association be altered by eliminating therefrom the words "One Hundred Thousand" and substituting therefor the words "One Hundred and Fifty Thousand."

By Order, JAS. B. COUGHTRIE, Secretary. Hongkong, 28th January, 1889. [140]

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Offices of the Company, Peddar Street, on MONDAY, the 25th February instant, at 12 O'CLOCK (Noon) to receive a Statement of Accounts to the 31st December, 1888, the Report of the General Managers, and to elect a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th day of February instant, both days inclusive. JARDINE, MATHESON & Co., General Managers.

Hongkong, 1st February, 1889. [159]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE.

THE ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held CITY HALL, HONGKONG, on SATURDAY, the 23rd day of February next, at 12 O'CLOCK Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1888.

By Order of the Court of Directors, G. E. NOBLE, Chief Manager.

Hongkong, 24th January, 1889. [130]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE.

REGISTERED SHARES of the Corporation will be CLOSED from SATURDAY, the 9th, to SATURDAY, the 23rd February next, (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, G. E. NOBLE, Chief Manager. Hongkong, 24th January, 1889. [131]

PUBLIC NOTICE OF EXPIRY OF OPIMUM FARM.

THE EXCLUSIVE PRIVILEGE OF BOILING and PREPARING OPIMUM so Boiled or Prepared will CEASE on the 28th day of February, 1889. No boiled or prepared Opium purchased from us or our Licensees can be used after the 3rd day of March, 1889, at Noon, without the consent of the New Holder of such exclusive privilege as aforesaid.

Dated 26th January, 1889. KHOO TEONG POH, and CHEAK TEK SOON, Opium Farmers.

KOWLOON HOTEL.

J. C. L. ROUCH, MANAGER.

WINE and SPIRITS of the best quality, ENGLISH and AMERICAN BILLIARD TABLES, BOWLING ALLEYS, TENNIS LAWN.

Hongkong, 11th January, 1889. [114]

NOTICE.

M. R. LAWRENCE, of LAWRENCE and M. A. V. O. OPHELMIC, OPHELMIC, On his return visit from China and Japan, will arrive in Hongkong on the 11th February and will remain at the Hongkong Hotel for 14 days only.

Yokohama, 25th January, 1

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